

11.0 IMPLEMENTATION PLAN

The alternative improvement strategies identified in this study were identified as either high, medium, or low priority based on a number of factors including safety, traffic flow priority, cost, and the level of perceived need for the improvement to the Town. The lead agency and/or coordinating agency targeted to move the recommendation forward was also identified. Table 9 lists the improvements by implementation schedule and priority classification and includes a planning level cost estimate for each improvement.

The actions recommended as part of this *Route 35 Traffic Improvement Plan* should be implemented through a cooperative effort among HVCEO, Town of Ridgefield, the Ridgefield business community, and the Connecticut Department of Transportation. The following steps are recommended for implementation of this plan.

- The Town of Ridgefield should review and formally endorse or accept the corridor recommendations
- An oversight committee or an agency be designated by the Town to implement the study recommendations
- The committee would establish a regular schedule to meet and discuss steps to maintain and monitor progress, reporting to the Town of Ridgefield .
- The Town of Ridgefield should coordinate with HVCEO in identifying priority projects for inclusion in the Regional Transportation Plan and ConnDOT Statewide Transportation Improvement Program.
- The Town of Ridgefield and HVCEO should continue coordination with ConnDOT to initiate the feasibility and preliminary design studies called for in the plan recommendations
- Funding sources for those highest priority projects should be identified by the implementing agencies

Table 9: Route 35 Corridor Recommendations

Location	Recommendations	Benefits	Lead Agency and/or Coordinating Agency	Estimated Cost
High Priority				
West Lane	Sliver widening on Route 35 for left turns onto West Lane	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto West Lane for Route 35 > Reduces delay for through moving vehicles on Route 35	Town/HVCEO ConnDOT	\$25,000
West Lane Deli	The deli owner will be asked to post a sign requesting truckers to put flashers on while parked	Increases awareness and visibility of parked vehicles thereby improving safety	Town	\$50
West Lane Deli	ConnDOT work with the Ridgefield Traffic Authority to evaluate the installation of warning signs.	Increases awareness and visibility of parked vehicles thereby improving safety	Town/ConnDOT	\$5,000
Route 102 (Branchville Road)	Restriping plus sliver widening on Route 102 to coordinate with sidewalk plan	Reduces delay for vehicles turning onto Route 35	Town/HVCEO ConnDOT	\$51,000
Loading Zone - Ridgefield Center	> Provide a new loading zone on the west side of Main Street north of Governor Street immediately south of the clock > Provide a raised median from Adessi Jewelers to Ridgefield Hardware to separate travel lane from the angled parking area (as also descri > Provide ornamental fencing along the median to discourage pedestrians from crossing Route 35 in this area > Allow small vendor vehicles to load/unload immediately south of the new median > Evaluate providing a second new loading zone for smaller vendor	> Improves safety, reduces accident potential, and reduces driver confusion > Also improves aesthetic quality at this end of Main Street	Town/HVCEO /ConnDOT	\$102,000
Parking - Ridgefield Center	> Provide a raised median from Adessi Jewelers to Ridgefield Hardware to separate travel lane from the angled parking (See above) > Add parallel parking spaces along the west side of the new median	> Increases the number of on-street parking spaces in Ridgefield Center > Improves safety, reduces accident potential, and reduces driver confusion > Also improves aesthetic quality at this end of Main Street	Town/HVCEO/ ConnDOT	\$17,000
Parking - Ridgefield Center	Re-evaluate previous parking studies to move toward the goal of providing more off-street parking spaces	Long term parking management in support of economic stability of Ridgefield Center	Chamber of Commerce/Town	\$10,000
Parking - Ridgefield Center	> More strongly enforce parking regulations > Provide improved signage to better direct vehicles to off-street parking facilities	> Maximizes use of Ridgefield Center parking which in turn improves patron access to local businesses > Maximizes efficient use of available Ridgefield Center parking which in turn supports economic stability of local businesses	Town	\$500
Catoonah Street/Bailey Avenue	> Restripe Catoonah Street for right turns onto Route 35 > Evaluate the following options to reduce congestion on Route 35 northbound and southbound: (1) Provide left-turn lanes on Route 35 northbound and southbound (2) Allow lead phasing for the no	> Reduces delay on Catoonah St > Reduces delay on Route 35	Town/HVCEO ConnDOT	\$6,500

Table 9: Route 35 Corridor Recommendations (continued)

Location	Recommendations	Benefits	Lead Agency and/or Coordinating Agency	Estimated Cost
High Priority (continued)				
Alley between Governor Street and Prospect Street	Enhance alleys with lighting, plantings, street furniture, and signing to direct pedestrians and vehicles to rear-lot properties and businesses	Improves pedestrian safety and enhances attractiveness of Ridgefield Center as shopping and tourist destination	Chamber of Commerce/Town	\$34,000
Route 116 (North Salem Road)	Monitor conditions in near-term and re-evaluate potential for signalization in the long-term	> Maintain current character until the need for action becomes more pronounced > Signalization would reduce driver confusion and reduce congestion and delay	Town/HVCEO ConnDOT	\$5,000
Prospect Street	Add left turn arrow from Route 35 onto Prospect Street <i>(Recommendation will be implemented in State Project 174-304.)</i>	Reduces congestion and delay	Town/HVCEO ConnDOT	N/A
Grove Street	> Add crosswalk on north side on Route 35 > Upgrade pedestrian signal and optimize signal timings (Recommendation will be implemented in State Project 174-285.) > Restripe Route 35 northbound for right turns onto Grove Street	> Reduces jaywalking and improves pedestrian safety > Improves pedestrian safety and traffic operations > Reduces delay on Route 35	Town/HVCEO ConnDOT	\$4,000
Copps Hill Area	Improve sidewalks between Grove Street and South Street	Improves pedestrian facility connectivity and circulation	Town	\$20,000
Copps Hill Plaza	Optimize signal timing in coordination with ConnDOT's improvements to add a left turn arrow southbound at the intersection of Farmingville Road/Copps Hill Road <i>(Recommendation will be implemented in State Project 174-298.)</i>	Reduces delay	Town/HVCEO ConnDOT	N/A
Farmingville Road/Copps Hill Road	Add left turn arrow southbound on Route 35 <i>(Recommendation will be implemented in State Project 174-298.)</i>	Reduces delay and congestion	Town/HVCEO ConnDOT	N/A
Recreation Site Driveway	Sliver widening on Route 35	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto the recreation site driveway for Route 35 > Reduces delay for through moving vehicles on Route 35	Town/HVCEO	\$38,000
Buck Hill Road	> Study removal of the crest on Route 35 southbound to improve sight distance > Remove limbs and brush on Route 35 southbound to improve sight lines	Improves sight distance thus reduces accident potential	ConnDOT/Town	\$35,000
Medium Priority				
Adam Broderick/Youngs Hardware Drive	> Study the possibility of signalization > Study new through-road from Adam Broderick/Youngs Hill Drive to the South Street bypass in conjunction with signalization	Reduces delay and congestion	ConnDOT/Town	\$20,000
Adam Broderick/Youngs Hardware Drive	Provide both right and left turn lanes on Route 35 at Youngs Hardware/commercial drive	Separates turning movements from through movements on Route 35 to reduce delay for through moving vehicles	Town/HVCEO ConnDOT	\$3,000
Farmingville Road/Copps Hill Road	Restripe southbound Route 35 for left, through, and right turn lane	Provides turning lane and reduces delay and congestion	Town/ConnDOT	\$2,000
Route 7	Optimize signal timing	Reduces delay and congestion	Town/ConnDOT	\$9,000
Low Priority				
Bicyclist Features	Develop public awareness program of bicyclist safety in the corridor	Promotes cyclist safety and raises profile of cycling as an activity in the corridor	Town	\$30,000
Olmstead Lane	Sliver widening on Route 35 for left turns onto Olmstead Lane	> Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto Olmstead Lane > Reduces delay for through moving vehicles on Route 35	Town/HVCEO ConnDOT	\$65,000
Route 33	Monitor conditions in near-term and evaluate options for long-term improvement including modern roundabout and T-intersection	> Modern roundabout would provide continuous flow through intersection and provide aesthetic gateway to Ridgefield > Both options could reduce driver confusion and reduce congestion on west legs	Town/HVCEO ConnDOT	\$15,000
King Lane	Modify to a T-Intersection (remove island), eliminate dual direction, and place plantings on each side of the curb instead of an island in the middle of the intersection)	> Reduces conflict points > Reduces driver confusion > Improves ease of turning for trucks	Town/HVCEO ConnDOT	\$14,500
Copps Hill Area	> Add continuous sidewalk on east side > Add street trees from Grove Street to Copps Hill Road/Farmingville Road	> Improves pedestrian circulation and safety > Reduces crossing demand to sidewalk on west side > Minimizes vehicle and pedestrian conflict > Extends character of Town Center into Copps Hill Area > Provides traffic calming effect	Town	\$54,000
TOTAL				\$565,550